

SHIPPING & WATERFRONT NEWS

MANY ASIATICS EMPLOYED BY BRITISHERS

Copies of the Christian Science Monitor reaching Honolulu this week contain a despatch under a London date line that Capt. E. G. Pretzman, parliamentary secretary to the Board of Trade, recently received a deputation, consisting of Messrs. Harry Gosling, president, and Robert Williams, secretary, of the Transport Workers' Federation; J. Havelock-Wilson, president, and J. E. Cathery, secretary, of the Sailors and Firemen's Union, and J. Smiles, Ship Stewards' and Cooks' Union, with regard to the employment of Chinese and Asiatic seamen on British ships.

The hardships and injustice resulting to British seamen from the employment of Chinese seamen were emphasized by the deputation. Mr. Havelock-Wilson stating that the practice was growing at an alarming rate, although there were Britishers and neutral Europeans unemployed. More than 20,000 members of the Sailors and Firemen's Union were now serving with the colors, and it would be a calamity if these men returned to find their places filled by Asiatics, receiving a third of the wage of Britishers and with a standard of life incalculably lower.

Capt. Pretzman pointed out that during the war the shortage of labor was so manifest that they had perforce to submit to every introduction and innovation which would assist in the successful prosecution of the war. He could assure them that no worker returning from serving his country after the war should walk the streets unemployed while his original position was occupied by other persons.

NOTICE TO MARINERS.

Hawaiian Islands—Maul Island—Northeastly Coast—Kahului Harbor—Kahului Breakwater Light—Color of tower to be changed to black, about May 1, 1916.

C. & G. Survey Charts 4105, 4116, Light List, Pacific Coast, 1916, p. 152, No. 799.

Buoy List, 19th District, 1915, p. 12, Coast Pilot Notes, 1912, pp. 6, 27.

Hawaiian Islands—Oahu Island—South Coast—Honolulu Harbor—Characteristics of lights on gas buoys were changed March 15, 1916, as follows: Entrance Gas Buoy 1, flashing white every 5 seconds, flash 1 second duration.

Outside Entrance Gas Buoy 2, flashing red every 5 seconds, flash 1 second duration. Channel Gas Buoy 9, flashing white every 3 seconds, flash 0.3 second duration.

C. & G. Survey Charts 4102, 4116, 4109, Light List, Pacific Coast, 1916, p. 154, Nos. 811, 812, 818.

Buoy List, 19th District, 1915, p. 14, Coast Pilot Notes, 1912, pp. 6, 8, Hawaiian Islands—Oahu Island, South Coast, Honolulu Harbor—Kihuna Wharf Buoy, was permanently discontinued, March 20, 1916.

Note.—This buoy has been maintained by the board of harbor commissioners to mark shoal off Kihuna Wharf pending construction of wharf. A fixed red light is shown from the buoy on arrival and departure of vessels from the wharf. The buoy does not appear in the Buoy List nor on the charts.

C. & G. Survey Charts 4102, 4109, 4116, Buoy List, 19th District, 1915, p. 14, BUREAU OF LIGHTHOUSES, Washington, March 3.

THE TIS IS BACK FROM TRIP AROUND ISLANDS

Returning from a routine cruise around the Hawaiian Islands, the U. S. coastguard cutter Tis, Capt. J. H. Brown, docked at the navy wharf about 7 o'clock this morning.

Capt. Brown reported an uneventful trip, and said the ship will remain in port for the present, and will take about 250 tons of coal here. The Tis came direct from Makana, Maui. She left that port at 8 o'clock last evening.

The submarine tender Alert took 150 tons of coal here Tuesday and returned to Pearl Harbor.

ONE JAPANESE AND ONE EAST INDIAN HAVE 439 CHINESE FOR COMPANY

On lone Japanese and one East Indian surrounded by 439 Chinese steered passengers was the extraordinary situation which prevailed in the steamer when the China Mail liner China docked this morning from San Francisco.

Of the 441 steamer passengers, who filled the third-class about as tight as the proverbial sardines do their little tins, all but two were Chinese.

All of which goes to show that San Francisco Chinese wanting to get back to the Flowery Kingdom are giving the Toyo Kisen Kaisha a nice little boycott and are patronizing their own line instead.

Minister Will Whittle Totem Pole Properly

Relic Imported By Rev. East is Deemed Improper; Carvings Much Too Frank

That totem pole barred from entry to the United States by Collector J. O. Davis of San Francisco, because of its objectionable carvings, has broken in to print again. According to the Examiner, Secretary of the Treasury McAdoo has upheld Davis' decision that the pole was not proper to be viewed in this country.

"This is the second vindication," says the Examiner, "for Davis' censorship against the archaeological contentions of Rev. J. H. East and the Portland, Ore., Chamber of Commerce. He was vindicated first by Rev. George Burlingame, pastor of the First Baptist church of San Francisco, who viewed the curio and wrote Dr. East that it was 'vile beyond toleration.' McAdoo's decision came March 7. 'There is only one chance now for Dr. East to get his totem pole. That is to whittle away the objectionable carvings. Rev. Burlingame has volunteered to officiate at this ceremony.'

HARBOR NOTES

Wednesday the schooner Louise sailed from Kahului for San Francisco.

The T. K. K. liner Chiyo Maru docked Wednesday at Yokohama. She steamed from here March 8.

The China Mail liner China brought 130 bags of mail to Honolulu this morning from San Francisco.

Arrival at San Francisco yesterday of the Matson steamer Lurline, from this port March 14, is reported.

The T. K. K. liner Shinyo Maru sailed Wednesday from Kobe for Honolulu. She is due here April 3.

Yesterday the Matson flagship Matsonia steamed from San Francisco. She is due here Tuesday morning.

Arrival at Chemainus, B. C., yesterday, of the barkentine Hawaii, from this port March 2, is reported.

Next mail from San Francisco will come in the Oceanic steamer Sonoma Monday morning. She has 483 bags.

The American-Hawaiian steamer Panaman arrived at Delaware Breakwater Tuesday from Hilo, via Magellan.

Next mail for San Francisco will leave on the T. K. K. liner Nippon Maru, due here Saturday from the Orient, to sail Sunday.

Sailing at 5 this afternoon, the China Mail steamer China will take a full despatch of mail for the Orient. Mails close at 4 o'clock.

The Inter-Island steamer Maui brought 16 cabin and 19 deck passengers from Kaula yesterday. Freight was miscellaneous, of island products.

Sailing at 10 yesterday morning the Matson liner Wilhelmina took 104 cabin and 60 steerage passengers for San Francisco. Freight out was capacity.

Dr. G. P. Gerichten, former surgeon of the Pacific Mail liner Korea, has returned the employer of his old company, and accepted the post of surgeon on the steamer Newport.

Sugar awaiting shipment on Kaula is reported by the Maui as follows: Kilauea, 3250 bags; Gay & Robinson, 3250; Kake, 40,000; Kilauea, 2400; Lihue, 9000; Grove Farm, 4800.

That the schooner-yacht Luka sailed from Fanning Island March 15, and will arrive in Honolulu, via Washington Island, about April 1, was stated today by Judge Henry E. Cooper. The news was contained in a cable to Fred L. Waldron, Ltd., local agents for the Luka.

Collector of Customs M. A. Franklin has received notice from Commissioner of Navigation E. T. Chamberlain that only British and Allied vessels may enter any port or harbor, or anchor off any port, in the Shetland Islands, until further notice, except for examination.

At 5 o'clock last evening the Japanese auxiliary naval collier Takasaki Maru sailed, probably returning to Japan with the cruisers Chitose and Tokiwa, which she coaled in the lee of Maui this week. The Takasaki took 40 pounds of bread, 154 of beef, 880 of vegetables, and 80 of fish, from this port. There are 15 officers and 152 men in the ship's personnel.

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CHINA CARRYING MANY PERSONS TO ORIENT

Having on board a new captain, a new purser, several Chinese dignitaries, a steamer packed with Chinese, and a cargo jamming full every inch of space in her hold, the China Mail liner China docked at Pier 6 from San Francisco at 8:15 this morning, and will sail for the Orient at 5 o'clock this afternoon, provided she can get all her bunker coal loaded by that time. She is taking 600 tons.

Capt. T. H. Dobson is the steamer's new commander. He is well-known here, having formerly been in command of the U. S. army transports Meade and Rosecrans when they were called here on regular voyages to the Philippines 14 or 15 years ago. Capt. Dobson has recently been in command of North Pacific Steamship Company liners. He will be the China's permanent commander from now on.

Wearing the purser's cap instead of his old one of freight clerk, is C. P. James, who has succeeded the genial K. W. Clarke. Clarke has resigned from the China Mail, and it is understood that he has been offered a purser's position with the Toyo Kisen Kaisha at a better salary. Mr. James has been freight clerk of the China for the last two years, staying with the ship after she was bought by the China Mail corporation from the Atlantic Transport Company of West Virginia, which purchased her from the Pacific Mail.

Through passengers on the China are quite numerous, 103 first-cabin, 39 second, and 441 steerage. For Honolulu, the liner brought only four passengers, and from this port she will take this afternoon 11 cabin and 70 steerage passengers.

Through cargo on the China is capacity, 2300 tons, including 500 tons of structural steel, for Nagasaki and Shanghai, probably for use in building new shipbuilding plants in those ports. Most of the through cargo is for Shanghai.

Among the passengers are Mrs. O. S. Lee, a sister of Secretary M. Q. Fong of the China Mail corporation, who was in Honolulu a short time ago in the interests of the company. Mrs. Lee and her husband are going to Shanghai.

Two Jesuit priests, Rev. H. McGlinchey and Rev. Neil Boynton, are going to Bombay, to take the place of German Jesuits deported from the Indian city by the British authorities. H. A. Meyer and H. C. Schulz, American citizens, owners of the Japanese Import and Export Company, are through passengers, going to Japan on business. P. Hunter, an Australian having business in Shanghai, is also on the liner.

TWO AUSTRIANS AND HINDU ON STEAMER

Although there are five Germans, an East Indian and two Austrians on board the China Mail steamer China, sailing this afternoon for the Orient, the Germans are American citizens, properly equipped with passports, and the steamer's officers do not expect the boat will be stopped by any British cruisers on the outward trip.

The two Austrians are not American citizens and neither is the East Indian. Because the China is going to Yokohama and Nagasaki direct from this port, both ports of Japan, not neutral ones, no trouble is anticipated on this outward trip. On the China's last outward trip a British auxiliary cruiser stopped the China off Manila, but removed no passengers.

On the last inward trip, off Wosung, port of entry for Shanghai, a British auxiliary cruiser, supposed to be the former White Star liner Laurentic, stopped the China and took off 38 Germans and Austrians.

CAPT. HILLS WILL BE GIVEN HONGKONG JOB, IS REPORT ON CHINA

Capt. John Hills, who was in Honolulu for a few hours yesterday while the Persia Maru was in port, and who left on the liner yesterday afternoon for the Orient, is going to Hongkong to accept a position as either harbormaster or assistant harbormaster, of that port, according to news brought here today by Purser C. P. James of the China Mail liner China.

As Capt. Hills is a British subject, there will be no difficulty about him getting the position. He said while here that he received a cable from Hongkong ordering him to report there, but stated that a steamer line was employing him. The purser says, however, that the Chinese government has offered him the harbor job, and that he is now on his way to take it.

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MANILA STEAMS AWAY AT TEN O'CLOCK

At 10 o'clock this morning the Chinese steamer Manila, Capt. A. H. Peterson, resumed her voyage to Port Swettenham, Straits Settlement. The steamer's departure was delayed by the slowness with which she was able to store coal in her bunkers, and also by the investigation into the ship's grounding last Saturday afternoon as she was entering the harbor, coming from San Francisco.

Capt. Peterson signed a transcript of his testimony given before the board of harbor commissioners relative to the accident. A typewritten copy was signed by the skipper in the presence of the harbormaster, Capt. William R. Foster, in his office, a half hour before the Manila steamed away. She took 300 tons of bunker coal here from the inter-island.

As a result of the Manila grounding, the license of Capt. John C. Lorenzen, the territorial pilot who was bringing the steamer in at the time she went on the reef between buoys 4 and 6, has been suspended temporarily, until the harbor board has weighed fully all the evidence in the case.

SAILING HOUR OF MATSON BOATS IS CHANGED

Effective with the sailing of the Matson Tuesday for San Francisco, the Matson steamers Manoa and Lurline will leave Honolulu for the mainland at noon Tuesdays instead of 4 o'clock in the afternoon of that day, the present time of departure.

Castle & Cooke's shipping department this morning confirmed a rumor around the waterfront to the effect that such a change is contemplated. The reason for the earlier sailing hour is to enable the steamers to arrive at San Francisco half a day sooner than at present, which will permit passengers and freight to be landed much more advantageously.

The Manoa will leave this port for Kaula at 5 o'clock tomorrow afternoon, returning Sunday morning. She will sail at noon Tuesday for San Francisco, and after that date the Matson and Lurline will steam away at the noon hour Tuesdays instead of 4 o'clock in the afternoon.

PASSENGERS ARRIVED

Per China Mail liner China, from San Francisco today: For Honolulu—Gordon Errett, F. A. Masters, Mrs. F. A. Masters, G. R. Ward.

Booked to sail from Honolulu at 5 this afternoon: Mme. Auguste Forest, Courtland Palmer, Mrs. G. Rawak, Donald Sherwood, Su Yan, Former Governor David L. Walsh.

LEGAL NOTICES.

IN THE CIRCUIT COURT, FIRST CIRCUIT, Territory of Hawaii.

In the Matter of the Estate of John Leoliki, a Deep-Sea Mariner, Deceased. The Petition and accounts of Henry Smith, Honolulu, City and County of Honolulu, and administrator of the estate of John Leoliki, deceased, wherein petitioner asks to be allowed \$187.68 and charged with \$760.00, and asks that the same be examined and approved, and that a final order be made of distribution of the remaining property to the persons thereto entitled and discharging petitioner and sureties from all further responsibility herein, having this day been filed:

It is Ordered, that Monday, the 1st day of May, A. D. 1916, at 9 o'clock a. m., before the Judge presiding at chambers of said court at his court room in the Judiciary Building, in Honolulu, County of Honolulu, be and the same hereby is appointed the time and place for hearing said Petition and Accounts, and that all persons interested may then and there appear and show cause, if any they have, why the same should not be granted, and may present evidence as to who are entitled to the said property.

Dated the 22nd day of March, 1916. By the Court. A. K. AONA, Clerk.

6430—Mar. 23, 30, April 6, 13

IN THE CIRCUIT COURT OF THE FIRST CIRCUIT, Territory of Hawaii—At Chambers—In Probate.

In the Matter of the Estate of Mrs. Kaahanaui Lopez, Deceased. A document purporting to be the last Will and Testament of Mrs. Kaahanaui Lopez, deceased, having on the 22nd day of March, A. D. 1916, been presented to said Probate Court, and a Petition for Probate thereof, praying for the issuance of Letters Testamentary to Antonio Peter Johnson having been filed by said Antonio Peter Johnson:

It is Ordered, that Monday, the 24th day of April, A. D. 1916, at 9 o'clock a. m. of said day, at the court room of said court in the Judiciary Building in the City and County of Honolulu, be and the same is hereby appointed the time and place for proving said Will and hearing said application.

By the Court. J. A. DOMINIS, Clerk, Circuit Court, First Circuit. Dated Honolulu, March 22nd, 1916. Eugene K. Ain, Attorney for Petitioner. 6130—Mar. 23, 30, Apr. 6, 13

Honolulu Stock Exchange

Thursday, March 23.

MERCANTILE	Bid.	Asked
Alex. & Baldwin	.....	.....
C. Brewer & Co.	.....	.....
SUGAR		
Ewa Plantation Co.	33 1/2	33 3/4
Hakua Sugar Co.	.....	260
Hawaiian Agricultural Co.	.....	.....
Hawaiian C. & S. Co.	49 1/2	50
Hawaiian Sugar Co.	.....	49
Honokaa Sugar Co.	9 1/2	10 1/4
Honolulu Sugar Co.	.....	.....
Hutchinson S. Plant. Co.	20	.....
Kahuku Plantation Co.	26 1/2	26 3/4
Kekaha Sugar Co.	195	.....
Koloa Sugar Co.	185	195
McBryde Sugar Co. Ltd.	14	14 1/4
Oahu Sugar Co. Ltd.	34 1/2	35
Olaa Sugar Co. Ltd.	17 1/2	17 3/4
Onomea Sugar Co.	59 1/2	60
Paauhau Sugar Plant. Co.	.....	.....
Pacific Sugar Mill	.....	.....
Pala Plantation Co.	252	.....
Pepee Sugar Co.	.....	.....
Pioneer Mill Co.	46 1/2	47
San Carlos Mill Co. Ltd.	.....	.....
Wailua Agricultural Co.	35	35 1/2
Wailuku Sugar Co.	.....	.....
MISCELLANEOUS		
Hakua F. & P. Co. Ltd.	.....	.....
Hakua F. & P. Co. Com.	.....	.....
Haw. Electric Co.	.....	.....
Hawaiian Pineapple Co.	40 1/2	41
Hilo R. R. Co. Ltd.	.....	.....
Hilo R. R. Co. Com.	.....	.....
Hon. B. & M. Co. Ltd.	17 1/2	18
Hon. Gas Co. Ltd.	110	.....
Hon. R. T. & L. Co.	.....	.....
Inter-Island S. Nav. Co.	20 1/2	20 3/4
Mutual Telephone Co.	24	25
Oahu R. & L. Co.	.....	.....
Pahang Rubber Co.	40	40 1/2
Tanjong Oluk Rub. Co.	.....	.....
BOARDS		
Hanalei Ditch Co. 6s.	.....	.....
Hawaiian Irr. Co. 6s.	.....	.....
1901	.....	.....
Haw. Terr. 4 1/2 Rtd 1905	.....	.....
Haw. Terr. Pub. Imp. 4s.	.....	.....
Haw. Terr. 4 1/2	.....	.....
Haw. Terr. 3 1/2	.....	.....
Hilo R. R. Co. 6 1/2, issue 1901	.....	.....
Hilo R. R. Co. Ref. & Extn. 6s.	60	.....
Honokaa Sugar Co. 6 1/2	96 1/2	100
Hon. Gas Co. Ltd. 5s.	103 1/2	104
Hon. R. T. & L. Co. 6 1/2	.....	.....
Kaula Ry. 6s.	.....	.....
McBryde Sugar Co. 5s.	100 1/2	100 3/4
Mutual Telephone 5s.	106	.....
Oahu R. & L. Co. 5 1/2	105	.....
Oahu S. Co. 4s. (redeemable at 103 at maturity)	103 1/2	109
Olaa Sugar Co. 6 1/2	103 1/2	105
Pac. Guano & Per. Co. 6s	.....	.....
Pacific Sugar Mill Co. 6s	.....	.....
San Carlos Mill Co. 6 1/2	.....	.....
Between Boards: Sales: 31, 85, 200, 15, 225, 75, 100, 175, 50, 50, 150, 25, 25, 17 1/2, 100, 50, 17 1/2, 25, 25, 75, 600, McBryde, 13 1/2, 200, 300, McBryde, 13 1/2, 500, 500, 230, 100, 100, McBryde, 13 1/2, 175, 30, 150, 150, 300, 50, 40, 175, McBryde, 13 1/2, 30, 70, 200, 50, 100, 100, 450, Oahu Sugar Co., 35, 40, 25, 25, 25, 100, 50, 20, 5, Pioneer, 47, 20, 70, 5, Ewa, 33 1/2, 100, 25, H. C. & S. Co., 49 1/2, 10, 25, Wailua, 35 1/2, 50, 50, 60, 80, 10, 10, Onomea, 60, 20, Kahuku, 26, 50.		
Session Sales: 50, 10, 10, Ewa, 33 1/2, 200, 200, 300, McBryde, 14, 10, 6, Olaa, 17 1/2, 50, 50, 400, 100, 100, 25, 25, 17 1/2, 17 1/2, 5, 45, Tanjong Oluk, 40, 5, Haw. Pineapple Co., 11.		
Latest sugar quotations: 96 test, 5.77c, or \$115.40 per ton.		

Sugar 5.77cts

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F. J. BENNY, W. C. MOORE.

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